





## Intimation.

The Shanghai List positively closes on 16th August. The Outport List will close on the 31st August.

## SHANGHAI OIL MILL CO., LIMITED.

To be incorporated under the Companies Ordinance 1865 to 1895 of Hongkong, whereby the liability of Members is limited to the amount of their Shares.

CAPITAL 200,000 MEXICAN DOLLARS. Divided into 8,000 Ordinary Shares of \$25 each, and 200,000 Shares of \$1 each.

100 Founders Shares are reserved for the Promoters; the remaining 7,900 Founders Shares will be distributed between the holders of Ordinary Shares. Each applicant for 100 Ordinary Shares can apply for one Founders Share. Founders Shares not taken up will be allotted at the discretion of the Directors. It is proposed to issue at present only 7,900 Ordinary Shares, of which 2,000 have been subscribed for, and will be allotted; 5,900 shares are reserved for subscription at the Outports in China and in Japan, and the remaining 4,000 shares are now offered for subscription in Shanghai, payable as follows:—

50 ON APPLICATION: \$15 ON ALLOTMENT.

Directors: W. H. SHORT, Esq., ROBERT A. ORD, Esq., WONG YIK FU, Esq., YANG TAI KEE, Esq.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

General Managers: Messrs. FRANK DALLAS & Co.

Legal Advisors: Messrs. JOHNSON, STOKES & MASTER.

THE Company is formed for the purpose of manufacturing all descriptions of VEGETABLE OIL. The present output of Oil from native hand-mills is insufficient to meet the general demand, besides being deficient in quality. In order to supply the increasing requirements of the market for a better description of Oil, the Company propose adopting the latest improved machinery similar to that used by the best Oil Mills in Europe and America.

The special object of the Company will be to supply the Local Market and Outports with Oil of superior quality, at remunerative prices, which will compare favourably with existing rates.

There is undoubtedly a great demand for a better class of VEGETABLE OIL than is at present obtainable; and with the rapid output and economical working of a Mill, arranged on the best principles, the Company will be more than able to compete successfully against native hand-mills.

With the natural advantages that Shanghai possesses in cheap labour and the ready supply of raw material, combined with one of the largest Oil markets in China, there is every assurance that the Company will have a most successful future.

So far as can be ascertained native hand Oil Mills have been earning for some years past dividends of over 15% per annum.

The management and direction of the Company will be in the hands of Messrs. FRANK DALLAS & Co., as General Managers, but subject to the supervision of the Directors.

The Directors are in treaty for an eligible site for the Mill, and it is not anticipated that there will be any difficulty in obtaining land in a suitable locality at a reasonable price.

The plans of the Mill Buildings are being prepared by a local Architect, and as soon as the Shares are allotted, the buildings will be commenced.

The proprietors of Ordinary Shares will be entitled to a cumulative dividend of 12% before the holders of Founders Shares participate in the profits. As the profits over and above 12% will be divided, one-half to the holders of Founders Shares, and one-half to the holders of Ordinary Shares.

The promoters will pay all the preliminary expenses incurred in the formation of the Company up to the date of allotment. The only contract entered into is one dated 1st day of July, 1896, and Eight Hundred and Ninety-Nine, between Messrs. WILLIAM HENRY SHORT, on behalf of the Company, and FRANK DALLAS and T. G. KIRKING.

Where no allotment is made the deposit will be returned in full, and in case a lesser number of shares is allotted than applied for, the surplus will be repaid in whole or in part, as the case may be, by the payment of the amount due on allotment.

Prospectus and forms of Application for shares may be obtained from the Company's Bankers and at the Office of the General Managers or at the Office of the Legal Advisers, whose copies of the Memorandum of Association of the Company and the Contract above mentioned may be inspected.

HONGKONG VOLUNTEER CORPS.

IN consequence of the unsettled weather the DISTRIBUTION of PRIZES and PROMENADE CONCERT at the HEAD QUARTERS THIS EVENING IS POSTPONED until further notice.

Hongkong, 25th July, 1896. [1177]

THE DAIRY FARM COMPANY, LIMITED.

SHAREHOLDERS are reminded that the EXTRAORDINARY GENERAL MEETING called by Circular to confirm the Special Resolutions which were passed at an Extraordinary General Meeting of the above named Company held on the 6th day of July, will be held at the COMPANY'S TOWN DEPOT on MONDAY, the 27th instant, at 10 AM.

W. HUTTON POTTS, Secretary.

Hongkong, 25th July, 1896. [1180]

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

RE FRANK WAREHAM WATTS, EX PARTE THE DEBTOR.

NOTICE is hereby given that the scheme of arrangement which the CREDITORS at the Meeting held on the 2nd June last, by Special Resolution, resolved to entertain and which Scheme was confirmed by a resolution passed at a subsequent meeting of the Creditors held on the 7th July instant, has been approved by the Court, and that the Underigned will act as Trustee in the place of Mr. R. J. HASTINGS.

Dated this 25th day of July, 1896. ARATHOON SMITH, Official Receiver.

## Today's Advertisements.

## WIRTH'S CIRCUS.

Sole Owner.....MRS. HARRY WIRTH. Manager.....J. CAMERON.

LAST NIGHT DREW AND from SLENDID OVERTURE TO ATTENDANCE GOD SAVE THE QUEEN THE TALENTED ARTISTS had

THE AUDIENCE WITH THEM. The applause was unique in its frequency and unanimity, and the shrieks of laughter and thunders of applause gave ample evidence that WIRTH'S CIRCUS

IS A WITHOUT IS A SUCCESS A DOUBT SUCCESS AND HAS HIT THE PUBLIC TASTE, because our Entertainment is stamped with Genuine Merit, and is of a RATIONAL AND POPULAR CHARACTER.

TO-NIGHT THIRD TO-NIGHT GREAT TO-NIGHT PERFORMANCE. Those intending to visit the Circus ought to embrace the earliest opportunity of doing so, as the stay of the Company IS LIMITED TO A FEW DAYS ONLY.

PRICES OF ADMISSION: Private Boxes, accommodating six.....\$10.00 Single Chair.....2.00

Chairs in Raised Pla. form.....1.50 Stalls.....1.00

Gallery.....0.50 Children and Soldiers half-price, GALLERY and BOXES Excepted.

Doors Open at 8. Performance at 9 Sharp. CARRIAGES AT 11.15 P.M.

SPECIAL NOTICE. Private Boxes and Chair Tickets can be purchased during the day from 10 A.M. at W. BREWER & Co., UNDER HONGKONG HOTEL, where the Box Plan can be seen and Seats Reserved.

WILL T. DORRANCE, Advertising Agent, Hongkong, 25th July, 1896. [1159]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

"MIRZAPUR," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex S.S. Roma. From Persian Gulf, ex S.S. Myddah. Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 31st instant at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godown and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival; hereafter which no Claims will be recognized.

H. A. RITCHIE, Superintendent. Hongkong, 25th July, 1896. [1431]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"NAMO," Captain Hall, will be despatched for the above Ports on MONDAY, the 27th instant, at Noon, and not as previously notified.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 25th July, 1896. [1175]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"FORMOSA," Captain Robson, will be despatched for the above Ports on TUESDAY, the 28th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 25th July, 1896. [1181]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT). THE Company's Steamship

"ZAFIRO," Captain Cobban, will be despatched for the above Port on TUESDAY, the 28th instant, at 5 P.M., instead of as previously advertised.

This Steamship has Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 25th July, 1896. [1167]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896. (Subject to Alteration.)

Chittagong.....Friday.....31st July. Monmouthshire.....Saturday.....15th August.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"CHITTAGONG" will be despatched hence for PORTLAND, OREGON, via KOREA and YOKOHAMA, on FRIDAY, the 31st July.

Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

The S.S. Monmouthshire has Superior Accommodation for Saloon Passengers. For further information as to Passage and Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 25th July, 1896. [1146]

## Intimation.

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Emplies when received in good order.

Counterfeit Order Books supplied on application.

Our Registered Office Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:— PURE AERATED WATER, SODA WATER, LEMONADE, POTASH WATER, SELTZER WATER, LITHIA WATER, SASSAPARILLA WATER, TONIC WATER, GINGER ALE, GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY. Hongkong, 25th July, 1896. [1166]

MARRIAGE.

On the 19th inst., at the Parish Church, Eversley, Farland, Lieut.-Colonel HENRY TURNER FAITHFUL, the Hongkong Regiment, to ESTHER KIRKPATRICK, youngest daughter of C. G. Findal, of Eversley, Hanis, and Ramorie, N.S.W.

DEATH.

At the Peak Hospital this afternoon, R. H. M. KARR, of the Hongkong and Shanghai Bank, aged 35 years.

A copy of the Kobe Herald received here this forenoon contains a very careful translation of a speech delivered by Mr. KANEKO, Vice-Minister of Agriculture and Commerce, before the members of the Oriental Society (To-ho Kikwai) in Tokyo on the 28th ultimo.

The address terms with statements of fact, statistics, and deductions which cannot fail to interest the commercial world, and did the space at our disposal permit of it, the speech would be published in extenso in this issue. We are, however, obliged to hold it over till Monday and content ourselves in the mean time with a summary of the portions of it that have direct reference to Hongkong and, as the learned speaker put it, "the advantages or disadvantages Japan may have in the commercial competition to be undertaken in China and in Hongkong."

After carefully reviewing the cotton spinning industry of Japan Mr. KANEKO pointed to the necessity for careful investigation of the consumption of cotton goods in the principal Eastern markets. He stated that during 1894 Korea imported cotton yarn to the value of upwards of \$108,000, of which about 68,000 dollars worth was imported from Japan. China, he said, imported in 1895 cotton yarn to the value of \$31,234,778, of which the amount supplied by Japan was valued at \$583,087. This fact shows that the Japanese still have great opportunities for the expansion of their trade with China in that direction.

Turning to Hongkong, the Straits, and Australia Mr. KANEKO said that "During 1894 cotton yarn valued at 19,831,207 yen was imported into Hongkong, of which India supplied over 91 per cent and England the remaining 9 per cent. The value of Japanese cotton yarn shipped to Hongkong in the same period was 9,812 yen." This, Mr. KANEKO thinks, is indicative that "Japan has the chance of supplying 37 per cent. more to Korea, 98 per cent. more to China, and even far greater quantities to Hongkong," and he added, that "It would be seen that there are immense opportunities left open to Japan in supplying cotton yarn in competition with India and England."

Turning to the market in Australia, the speaker expressed the opinion that Japan had still much to do, and he asserted that "during 1894 Australia imported cotton yarn to a total value of 22,837,020 yen. Should the demand for Japanese cotton yarn extend in that country the spinning industry of Japan would advance by leaps and bounds, even if the demand from Korea, China, and Hongkong were lost."

Respecting competition and the means at hand for a successful struggle with English and Indian producers, Mr. KANEKO said—"England owns 45,270,000 spindles, and India 3,649,736 spindles, but we have only 984,557 spindles, a far smaller number than either of the rival countries with whom we have to compete in the Eastern markets. No wonder, then, that we are in a disadvantageous position in this com-

mercial competition to be undertaken in China and Hongkong. We hardly need say that the freight from England to China is far greater than the freight we shall have to pay to ship our cotton yarn to China or Korea. India, too, has to pay a higher freight than we pay. The freight on one bale of cotton yarn from Bombay to Shanghai is about 1.90 yen, while the freight from Japan to Shanghai is 70 sen. The rate of freight we are paying is only one-third of that paid by Indian shippers. As to the quality of cotton yarn, we may add that as the Indian yarn is of a yellowish brown colour, while our cotton yarn is pure white and bright, Chinese consumers prefer ours to the Indian yarn. In the matter of freight we have already a great advantage and in addition to this our manufactured yarn excels in quality that produced by our Indian rival and is liked more by the larger consumers. But the Indian spinners have the advantage of being in a position to buy the raw material much cheaper than we can, as a large quantity of raw cotton is produced in India, and they have also the advantage of being able to command much capital at a cheaper interest than we are able to. Moreover, they have the advantage of experience in this industry. On our part, however, we have some other advantages. Labour is cheaper here, and we have an abundant supply of cheap coal. Besides, our people are always ready to replace old machinery by modern and more improved types, whenever they find it beneficial to do so. I should think, therefore, there is some prospect of being able to compete with India and England in the Eastern market. In the meantime, I must point out that the mode of packing demands improvement, as the packing at present is too rough and the wrappers are liable to wear off before the goods reach their destination. This is one of the greatest faults in connection with the export of cotton yarn from this country." In conclusion, the Vice-Minister asserted that the Government should give an impetus to the development of the cotton spinning industry in Japan, and he expressed the hope and his belief that the trade in cotton yarn would become in the near future one of the most important products of Japan in the markets of the Far East.

We note, from the last number of the Japan Weekly Mail that has come to hand, the projected Formosan railway of 270 miles from Kelung to Takao via Taiwan with a branch to Anping is likely to be a much more troublesome and costly enterprise than was at first contemplated. The original estimates were for twelve millions of dollars. It is now found that labour in Formosa will cost from 50 to 200 per cent. more than in Japan; that timber for sleepers must be imported; that coals, too, must be sent from Japan—the Kelung coal not being fit for use in the furnaces of railway engines, neither is it sufficient in quantity at the present rate of production—and that the cost is more likely to figure up to twenty-four millions than any lesser amount. Nevertheless we think the railway ought to be constructed, and as speedily as possible, and that if the work is undertaken by a private company it ought to have ample support from the Government and a guarantee of interest on the paid-up capital for, say, twenty years. The great want of Formosa, in the absence of safe ports and harbours on either the East or the West coast, is through communication. A trunk line from the North to the South of the island will enormously increase the power of the Government in the suppression of rebellions and the maintenance of law and order, and short branch lines will soon render every portion of the country accessible from any direction. The difficulties of communication have hitherto been the greatest obstacles to the successful development of the resources of the island.

Glancing over the very valuable notes published by the Japan Mail embodying the substance of recent discussions in the native papers on social and political questions, we find that some of the more important of the representatives of public opinion in Japan are blaming their government for a certain want of energy and resolution in its dealings with Formosa and a too great leniency towards the failings of its Chinese inhabitants, especially in the matter of opium smoking. Its total suppression is strongly advocated and all toleration towards opium smokers, even although with a view to their ultimate reformation, is condemned as dangerous to the morals of the Japanese themselves. In Japan opium smoking is absolutely forbidden under the most severe penalties, the entrance of opium into the country, except for exclusively medical purposes, is highly penal, and the Government has by its firmness in the premises saved its people from the opium habit.

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Glancing over the very valuable notes published by the Japan Mail embodying the substance of recent discussions in the native papers on social and political questions, we find that some of the more important of the representatives of public opinion in Japan are blaming their government for a certain want of energy and resolution in its dealings with Formosa and a too great leniency towards the failings of its Chinese inhabitants, especially in the matter of opium smoking. Its total suppression is strongly advocated and all toleration towards opium smokers, even although with a view to their ultimate reformation, is condemned as dangerous to the morals of the Japanese themselves. In Japan opium smoking is absolutely forbidden under the most severe penalties, the entrance of opium into the country, except for exclusively medical purposes, is highly penal, and the Government has by its firmness in the premises saved its people from the opium habit.

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Respecting competition and



100



## Intimations.

## KOPS ARE STILL RUNNING

14 Gold Medals Awarded in 1894 &amp; 1895.



BRIGHT! PURE!! SPARKLING!!! Brewed and Bottled with Hops only.

Sole Agents for Hong Kong and the Empire of China.

WATKINS &amp; CO., 66, Queen's Road Central Hongkong.

WAI KIN TAI YUEN FONG (房藥大建威)

TWENTY (20) PER CENT.

## SAVING OF FUEL!

HOLDSWORTH'S  
MICA COMPOSITION

FOR

## BOILERS AND STEAM PIPES.

THE ONLY SELF-ADHESIVE AND PERMANENT NON-CONDUCTOR.

ASBESTOS COMPOSITION AND INSERTION AT REDUCED RATES.

For further Particulars, Prices, and Estimate, apply to

C. HOLDSWORTH,  
EASTERN MICA WORKS,  
HONGKONG.

Hongkong, 23rd June, 1896.

HONGKONG HOTEL,

PRAYA, APRIL 7TH 1896.

Certain misleading statements having been put into circulation regarding the relative merits of the BELL'S ASBESTOS NON-CONDUCTING COMPOSITION as compared with a locally-prepared composition, BELL'S ASBESTOS EASTERN AGENCY, LIMITED, deem it necessary, in their own interests, to place AUTHENTICATED testimonials before all whom it may concern.

These testimonials may be seen at the Offices of the Company at any time.

W. JACKSON,  
Manager.

P.S.—Bell's Asbestos Non-conducting Composition is now being used by the Public Works Department of Hongkong.

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES  
STAMPED ARTICLESFOR  
MILITARY  
EQUIPMENT

Apply to Messrs DODWELL CARLILL &amp; Co., Agents for M. OPPENHEIMER &amp; Co., Paris

SOCIETE FRANCAISE DES EXPLOSIFS, 7, RUE DE LISLY, PARIS.

## DYNAMITE

No. 1 Blasting Gelatine, No. 2 Dynamite, Gelatine Dynamite, Gelignite, and all necessary appliances can be obtained in any quantity, securely packed in cases of 60 lbs. each.

Apply to Messrs DODWELL CARLILL & Co., Hongkong.  
Agents for M. OPPENHEIMER & Co., Paris.

## Shipping.

## STEAMERS.

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, HAVRE AND HAMBURG.

(Taking Cargo at through rates to RED SEA, MEDITERRANEAN AND BLACK SEA PORTS.)

THE Company's Steamship

"MARIA RICKMERS," Captain E. Berg, will be despatched as above on THURSDAY, the 6th August.

For Freight, apply to

ARNHOLD, KARBERG &amp; Co., Agents.

Hongkong, 9th July, 1896. [1050]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"NANCHANG," Captain Finlayson, will be despatched on SATURDAY, the 1st August.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 23rd July, 1896. [1165]

## Shipping.

## STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES," Captain Pollock, will be despatched as above on MONDAY, the 3rd August.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 23rd July, 1896. [1166]

UNITED MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS (Subject to Alteration)

S.S. <i>Federatia</i>	to JAPAN	Aug.
S.S. <i>Germania</i>	to JAPAN	Sept.
S.S. <i>Germania</i>	to JAPAN	Aug.
S.S. <i>Canina</i>	to JAPAN	Sept.
S.S. <i>Federatia</i>	to JAPAN	Oct.

General Agents for China &amp; Japan,

LAUTS, WEGENER &amp; Co., Agents.

Hongkong, 18th July, 1896. [1167]

## Shipping.

## STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO," Captain Cobban, will be despatched for the above Port on MONDAY, the 27th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to

SHIRWAN, TOMES &amp; Co., General Managers.

Hongkong, 23rd July, 1896. [1167]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"PYRRHUS,"

Captain Batt, will be despatched as above on MONDAY, the 27th instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 15th July, 1896. [1168]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHANGSHA,"

J. E. Williams, Commander, will be despatched on TUESDAY, the 28th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 15th July, 1896. [1169]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"

Captain A. Harnsowitz, will leave for the above Ports on or about WEDNESDAY, the 29th instant.

For further Particulars, apply to

MELCHERS &amp; Co., Agents.

Hongkong, 23rd July, 1896. [1170]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"SACHSEN,"

Captain H. Supper, due here with the outward German Mail about the 28th instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to

MELCHERS &amp; Co., Agents.

Hongkong, 23rd July, 1896. [1171]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on WEDNESDAY, the 29th instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 23rd July, 1896. [1172]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"CROMARTY,"

Captain Duncan, will be despatched as above on or about WEDNESDAY, the 29th instant.

For Freight or Passage, apply to

DODWELL, CARLILL &amp; Co., Agents.

Hongkong, 23rd July, 1896. [1173]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

THE Steamship

"MONMOUTHSHIRE,"

Captain Evans, will be despatched for the above Ports on or about the 31st instant.

For Freight or Passage, apply to

DODWELL, CARLILL &amp; Co., Agents.

Hongkong, 23rd July, 1896. [1174]

## NIPPON YUSEN KAISHA.

## JAPAN-EUROPE LINE.

STEAM FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

THE Company's Steamship

"BALMORAL," Captain McRitchie, will be despatched for the above Ports on or about the 31st instant.

For Freight, apply to

NIPPON YUSEN KAISHA, Agents.

Hongkong, 18th July, 1896. [1175]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"EUPLECTELA,"

Captain Morris, will be despatched as above on MONDAY, the 10th August.

For Freight, apply to

ARNHOLD, KARBERG &amp; Co., Agents.

Hongkong, 18th July, 1896. [1176]

"STRATH" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"STRATHNEVIS,"

Captain Patten, will be despatched for the above Port on or about the 10th August.

For Freight or Passage, apply to

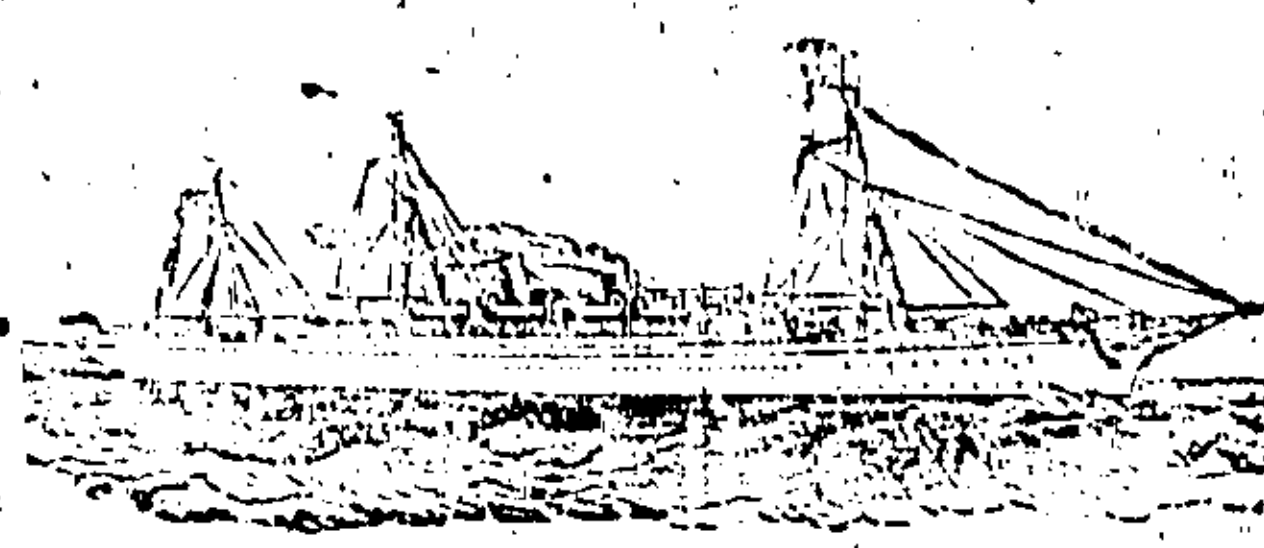
DODWELL, CARLILL &amp; Co., Agents.

Hongkong, 18th July, 1896. [1177]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 12th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 2nd September.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 30th September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Fadder's Street, 13

Hongkong, 22nd July, 1896.

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE Steamship

"HUPEH"

will be despatched on or about WEDNESDAY, the 5th August, for VICTORIA and VANCOUVER, B.C., via NAGASAKI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast, Canadian and United States Ports.

For Particulars as to Rates, &amp;c., apply to

D. E. BROWN, General Agent.

Hongkong, 22nd July, 1896. [1165]

OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Galle (via Nagasaki),

Kobe, Inland Sea, Saturday, 8th August,

Yokohama &amp; Honolulu, at Noon.

Doris (via Nagasaki),

Kobe, Inland Sea, Tuesday, 25th August,

Yokohama &amp; Honolulu, at Noon.

Belge (via Nagasaki),

Kobe, Inland Sea, Saturday, 12th Sept.,

Sea and Yokohama, at Noon.

THE Company's Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 8th August, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PAID PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 23rd July, 1896. [1178]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, in the Rocks Road.

Is now in a position, to take New and Composite Pictures, in addition, as before, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS.

[1179]

Hongkong, 22nd September, 1896.

## Mails.

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN. THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$325. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

Olympia ..... 3.603 | Saturday ... Aug. 1.

Brasmar ..... 3.601 | Sunday ... Aug. 16.

Tacoma ..... 4.449 | Thursday ... Sept. 3.

Victoria ..... 3.167 | Monday ... Sept. 21.

Olympia ..... 3.608 | Friday ... Oct. 9.

Columbia ..... 3.601 | Tuesday ... Oct. 27.

THE Steamship

"OLYMPIA,"

Captain Truebridge, sailing at 4 P.M., on SATURDAY, the 1st August, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL &amp; Co., General Agents.

Hongkong, 23rd July, 1896. [1179]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"PEKIN,"

Captain J. F. Jephson, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, &c., on THURSDAY, the 30th July, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Orford*, leaving that port on the 31st August for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &amp;c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.